

m.v. NEW DELHI EXPRESS
(IMO No. 9301770)

Fax: 1 718 354 4249

Capt Glenn Wiltshire
The Captain of the Port
New York, USA

Cc: Lloyd's Register of Shipping

Dear Sir

**NEW DELHI EXPRESS: COTP Order 066-06: Inbound Bergen Point: Touched Channel Bottom:
15 April 2006**

We refer to your Order as above, and wish to submit as follows:

1. The vessel is now laying fast port-side to PNCT no.39. During the vessel's stay here, the vessel was "boomed" off by spill contractor, KEN MARINE. No signs of any pollution were noted, and continue to be closely monitored by ship-staff and by KEN MARINE.
2. An underwater inspection for damages of the ship's bottom was carried out by RANDIVE INC, under Owners' appointment, 15.04.2006. The inspection, evidenced by the ship's Class (LRS) surveyor, revealed as follows:
 - No.4 Heavy Fuel Oil stbd Tank (4F05) was breached in way of the bilge plating, however this tank only held unpumpable residues at the time of the incident.
 - No. Wing Waterballast stbd Tank (5WW5) ballast water was breached also in way of the bilge area.
 - Various minor damages to the bottom paint-coat are reported.
3. The LRS surveyor has issued his Certificate, sent earlier today. Among other things, he has considered if not necessary to restrict the ship's movements within this port.
4. Following evaluation of the diving inspection report and the LRS surveyor's certificate, the damage response service at LRS headquarters, SERS (Ship Emergency Response Service), confirmed the revised damage seagoing SF and BM limits for the vessel to be:
 - Longitudinal shear force 95% of intact permissible limit
 - Bending Moment 85% of intact permissible limit

We wish to point out that the vessel has substantial high-tensile grade steel (AH) in her bottom and bilge shell construction.

5. Please be advised that the vessel has been attended by the primary Qualified Individual (as per our Non Tank Vessel Response Plan), O'Brien's Oil Pollution Service Inc., and the following has been carried out: Inspection and advice has been provided under the auspices of our NTVRP-nominated emergency service and response resource provider, MARINE RESPONSE ALLIANCE (MRA), of a salvage and lightering expert and naval architect from MARINE POLLUTION CONTROL Inc. and

TITAN MARITIME LLC. On the basis of the above consultations and liaison with LRS and a local shipyard, the following is submitted for your consideration

6. In accordance with the foregoing, Owners / Charterers have now considered as follows:
 - To discharge the cargo partially or completely at PNCT and/or alternative terminal in New York. Please be advised that Charterers are negotiating with Global Marine Terminals in New York. It is anticipated to commence cargo discharge at PNCT at 0800 hrs / April 17 2006
 - To move the ship to GMD/ Bayonne dock for permanent bottom repair.
 - Representatives from the shipyard have attended and plans are now being made for these repairs.
 - It is anticipated to dock the vessel about 19-20th April 2006
7. To enable the above to be achieved, we submit the following for your approval.
 - During the discharge operations at PNCT and/or Global Marine Terminal
 - Visual watch by KEN MARINE ship's crew will be maintained for any sign of pollution from the breached 4FOS, and from other tanks
 - Vsl will continue to be oil-fenced
 - In 4FOS, surface absorption of oily sheen will be undertaken
 - ship-side scuppers will be plugged
 - During transit to dry dock
 - Vsl will continue to have an oil-boom escort
 - Visual watch by ship's crew will be maintained for any sign of pollution from the breached FOT no.4S, and from other tanks
 - In 4FOS, surface absorption of oily sheen will be undertaken
 - Marine Pollution Control (MPC) will have a salvage pump in place in FOT no.4 stbd, connected for discharge to 3FOS in order to provide transfer capacity for any observed contaminated water in the damaged tank in order to safely contain said contaminated water. In addition, skimming will take place to remove sheen from the surface of the tank.
 - Ship's drafts upon this taking place, are estimated to be:
 - Fwd: 7.5 m approx
 - Aft: 8.5 m approx
 - SF: 70%
 - BM: 75%
 - Spill contractor launch will be maintained to standby during movement, to assist in oil boom deployment
 - Vsl speed to be as slow as possible to maintain hydrostatic seal in tank no.4 FOT stbd
 - Ship-side scuppers will be plugged
8. Contingency Planning
Should, during the above operations, there be any sign of pollution risk, the following measures will be taken:
 - the operation will be stopped and mitigating measures taken.
 - the vessel will be boomed all round
 - the COTP, ship's agent and Qualified Individual will be notified.

m.v. NEW DELHI EXPRESS
CALL SIGN VTK240
GT 38041
NT 24855
BHP 40000